

U.S. Patent Application Serial No. 10/585,634  
Response to Final OA dated June 16, 2008

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**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claim 1 (Currently Amended): An engine valve operating system, comprising a rocker arm [[[63]]] which has a valve connecting portion [[[63a]]] linked and connected to an engine valve [[[19]]] and a cam-abutting portion [[[65]]] to abut a valve operating cam [[[69]]]; a first link arm [[[61]]] with one end turnably connected to the rocker arm [[[63]]] via a first connecting shaft [[[64]]] and the other end turnably supported at a fixed position on an engine body [[[10]]]; a second link arm [[[62]]] with one end turnably connected to the rocker arm [[[63]]] via a second connecting shaft [[[66]]] disposed side by side in a vertical arrangement with the first connecting shaft [[[64]]] and the other end turnably supported by a movable shaft [[[68a]]] which is displaceable; drive means [[[72]]] connected to the movable shaft [[[68a]]], being ready to displace the movable shaft [[[68a]]] in order to vary a lift amount of the engine valve [[[19]]] continuously; and oil supply means [[[58]]] which is fixed to the engine body [[[10]]] and supplies oil to the upper one [[[64]]] of the first and second connecting shafts [[[64, 66]]], wherein the oil supply means which is formed of the oil jet with a nozzle hole provided at a tip of the pipe is disposed on one side of each cylinder on the engine body, and the tip of the pipe is placed inside the rim of a combustion chamber when viewed on a projection to a plane orthogonal to the axis of the cylinder.

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Claim 2 (Currently Amended): ~~[[The]]~~ An engine valve operating system according to claim 1, comprising a rocker arm which has a valve connecting portion linked and connected to an engine valve and a cam-abutting portion to abut a valve operating cam; a first link arm with one end turnably connected to the rocker arm via a first connecting shaft and the other end turnably supported at a fixed position on an engine body; a second link arm with one end turnably connected to the rocker arm via a second connecting shaft disposed side by side in a vertical arrangement with the first connecting shaft and the other end turnably supported by a movable shaft which is displaceable; drive means connected to the movable shaft, being ready to displace the movable shaft in order to vary a lift amount of the engine valve continuously; and oil supply means which is fixed to the engine body and supplies oil to the upper one of the first and second connecting shafts.

wherein the rocker arm ~~[[63]]~~ is equipped with a support portion ~~[[63b]]~~ formed into a substantially U shape so as to sandwich a roller ~~[[65]]~~ which is the cam-abutting portion from opposite sides; the one end of the first link arm ~~[[61]]~~ is turnably connected to the support portion ~~[[63b]]~~ via the first connecting shaft ~~[[64]]~~ which supports the roller ~~[[65]]~~; and the oil supply means ~~[[58]]~~ is disposed on the engine body ~~[[10]]~~ so as to supply oil to a mating surface between the first link arm ~~[[61]]~~ and the support portion ~~[[63b]]~~.

Claim 3 (Currently Amended): The engine valve operating system according to claim 1, wherein the oil supply means ~~[[58]]~~ is disposed on cam holders ~~[[46]]~~ installed on the engine body ~~[[10]]~~ so as to rotatably support a camshaft ~~[[31]]~~ on which the valve operating cam ~~[[69]]~~

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is mounted.

Claim 4 (Cancel)

Claim 5 (Cancel)

Claim 6 (Currently Amended): The engine valve operating system according to claim 2, wherein the oil supply means [(58)] is disposed on cam holders [(46)] installed on the engine body [(10)] so as to rotatably support a camshaft [(31)] on which the valve operating cam [(69)] is mounted.

Claim 7 (Currently Amended): The engine valve operating system according to claim 2, wherein the oil supply means [(58)] which is formed of oil jets [(58)], each with a nozzle hole [(58b)] provided at the tip of a pipe [(58a)], is disposed on opposite sides of each cylinder on the engine body [(10)].

Claim 8 (Currently Amended): The engine valve operating system according to claim 3, wherein the oil supply means [(58)] which is formed of oil jets [(58)], each with a nozzle hole [(58b)] provided at the tip of a pipe [(58a)], is disposed on opposite sides of each cylinder on the engine body [(10)].

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Claim 9 (Currently Amended): The engine valve operating system according to claim 6, wherein the oil supply means [(58)] which is formed of oil jets [(58)], each with a nozzle hole [(58b)] provided at the tip of a pipe [(58a)], is disposed on opposite sides of each cylinder on the engine body [(10)].

Claim 10 (Currently Amended): The engine valve operating system according to claim 2, wherein the oil supply means [(58)] which is formed of the oil jet [(58)] with the nozzle hole [(58b)] provided at the tip of the pipe [(58a)] is disposed on one side of each cylinder on the engine body [(10)].

Claim 11 (Cancel)

Claim 12 (Currently Amended): The engine valve operating system according to claim 6, wherein the oil supply means [(58)] which is formed of the oil jet [(58)] with the nozzle hole [(58b)] provided at the tip of the pipe [(58a)] is disposed on one side of each cylinder on the engine body [(10)].